

Meeting Minutes
RMMA Community Noise Roundtable
September 12, 2022 - 9:00 AM
Approved at the October 11, 2022 Regular Meeting

1. Call to Order, Roll Call

The September 12, 2022, RMMA Community Noise Roundtable Regular Meeting was called to order by Chairperson Mark Lacis at approximately 9:00 A.M. A quorum (at least 5 Members present) was Present, the roll was as follows:

Town of Superior	Mark Lacis, Mayor Pro-Tem
City of Arvada	
Boulder County	Matt Jones, County Commissioner
City and County of Broomfield	Deven Schaff, Councilmember
Jefferson County	Tracy Kraft-Tharp, County Commissioner
City of Lafayette	JD Mangat, Councilmember
City of Louisville	Kyle Brown and Maxine Most, Councilmembers
City of Westminster	Bruce Baker, Councilmember

2. Approval of the Agenda

Mark Lacis moved for approval of the agenda, seconded by Deven Schaff. The motion passed unanimously.

3. Approval of the Minutes for July 11, 2022 RMMACNR Regular Meeting

Mark Lacis moved for approval of the minutes, seconded by Maxine Most. The motion passed unanimously.

4. Public Comment

Brad Walker – Town of Superior
Charlene Wiley – City of Westminster
Bri Lehman – City of Lafayette
Robert Butel – Town of Superior
Isa Esmerelda – City of Boulder
Joshua Cooperman – City of Louisville

5. Roundtable Agenda Items

a. Airport Director Update

i. Update on noise complaints received

No update was provided given the relevant topic later in the agenda.

b. RMMACNR Financial Update

i. Report on Revenues & Expenditures to Date

Airport Planner Ben Miller provided that six of eight RMMACNR members have paid their 2022 dues, with the other two anticipated to pay shortly. This will result in revenue of \$28,800, which in addition to the \$5,200 in unspent funds from 2021, brings the total funds for the RMMACNR to \$34,000. Staff time has increased in August to approximately 21 hours due to supporting the RMMACNR subcommittee and reforming the RMMA Noise Task Force.

ii. Discussion – RMMACNR Budget

Mark Lacis noted that the RMMACNR IGA requires the following year's budget to be adopted no later than the October meeting. Deven Schaff previewed a draft of the proposed 2023 RMMACNR budget, which anticipates total revenue of \$130,000. Mark Lacis and Deven Schaff proposed expenditures in the following categories based on items in the work plan: VFR arrival/departure consultant, community outreach and engagement, industry outreach and engagement, Part 150 preparation, landing fees, and guest presenters. While these expenses were projected at \$29,000, Mark Lacis mentioned that there were also additional expenses likely related to consulting services.

Paul Anslow provided input that funding for several of the categories appears insufficient, to include the VFR consultant and Part 150 preparation. Mark Lacis responded that some of these items were not intended to be completed with the assigned funding but would provide the RMMACNR with the consulting services or information required to provide a recommendation to the airport. Kyle Brown inquired whether an actual FAA Part 150 study would come out of the airport's grant funding and also had questions about the Landing Fees and Community Outreach and Engagement categories. Paul Anslow emphasized that the airport was not in support of pursuing landing fees.

Matt Jones expressed his continued concern over locking in the problem related to the VFR arrival/departure routes and mentioned that the fair distribution of flights should be part of this study. Bruce Baker mentioned the work of the VFR arrival/departure subcommittee and inquired as to what a consultant would add to that work. Paul Anslow responded that a consultant could perhaps help transition that work from informal and voluntary procedures into FAA-approved, published procedures.

The final budget will be presented at the October meeting.

c. Update – Westminster rejoining the RMMACNR

On July 7th, the City of Westminster provided notice that they were withdrawing from the roundtable. Subsequently, on August 15, Mark Lacis, Tracy Kraft-Tharp, Deven Schaff, and Paul Anslow attended a Westminster council study session to discuss the roundtable and airport generally. On August 22, the Westminster City Council elected to rejoin the RMMACNR.

Bruce Baker, the new Westminster representative to the RMMACNR, mentioned that Westminster elected to rejoin the group in order to support its surrounding governments, with the understanding that 100 percent participation from surrounding communities would be required to advance any work. Westminster did have a few requests on rejoining, to include not setting false expectations regarding the RMMACNR's abilities. Westminster requested a document of conformity to be hosted on every member government's website, as well as the setting of explicit goals regarding what the RMMACNR intends to accomplish.

Kyle Brown made a motion to readmit the City of Westminster to the RMMACNR, seconded by Matt Jones. The motion passed unanimously.

d. Update - VFR Arrival/Departure Flight Path Changes Working Group

Deven Schaff discussed how the VFR arrival/departure flight path working group has met twice over the last month. The first meeting addressed the constraints which effect aircraft operations in the region, including airspace, terrain, and populated areas. The committee reviewed potential routes for aircraft, with a priority towards flights to the north. Highway 287 and open space were identified as two potential corridors.

Paul Anslow reviewed the discussion at the airport-convened noise task force to discuss north-area recommendations with airport-based pilots. The focus was on addressing the most significant impacts in the quickest time. The task force developed a 30-day beta test of procedures that recommended northbound aircraft to fly above or east of US287 at a minimum altitude of 7,500' while southbound aircraft would travel west of Louisville at a minimum altitude of 7,000' until needing to descend to traffic pattern altitude. These voluntary procedures would still be subject to weather and traffic avoidance, as well as ATC instructions and the practicalities of transitioning into the traffic pattern at RMMA.

Mark Lacis asked whether any data would be reviewed to evaluate the test. The airport stated that they would be collecting input from the noise task force, and would also review flight track and noise complaint data over the month.

Matt Jones expressed concerns that the subcommittee was making decisions prior to agreement of the whole roundtable. He also stated that if the test was underway, he has noticed no changes. He also rejected the premise that the focus be towards

the north without also developing routes and areas to the south. Paul Anslow responded that the airport was not in a position to dictate the direction of travel. Matt Jones responded that the roundtable should be discussing among themselves what recommendations should be implemented and that the subcommittee should go away. Mark Lacis stated that the subcommittee was open to all members to attend, and was developed due to the lack of time at the monthly meetings to delve into specific issues. Furthermore, the roundtable needs to be able to work with other stakeholders in order to seek creative solutions, and this airport-issued test was an effort to do so.

Kyle Brown mentioned that he would like to discuss the time of the regular roundtable meeting at a future meeting. He also appreciated the work of the subcommittee while also appreciated Matt Jones' comments. He stated that it would be meaningful to Louisville residents to see the development of route options to the south of the airport.

Mark Deven stated that the subcommittee began working on the proposed VFR procedures scope-of-work, as reviewed by the entire roundtable last year. The subcommittee started with the north because this is where the majority of the noise complaints originate. If the beta test doesn't work, the subcommittee can pivot.

e. *Presentation/Discussion – RMMACNR aircraft noise complaint resolution process & how the Roundtable can best address public concerns*

Brian Bishop, Deputy Airport Director, provided a review of RMMA's noise complaint resolution process. Brian Bishop acknowledged that the issue of airport noise is an emotional topic, even though aircraft operations are subject to national regulations. Brian Bishop reviewed some Federal documents that relate to airport noise, including the Aviation Noise Abatement Policy of 1976 and the Airport Noise and Capacity Act of 1990.

RMMA's noise program reviews every noise complaint submitted, but incomplete complaints or those involving threats or profanity are not logged. If airport operations believes a flight may be operating outside of normal standards, or believes there is an opportunity to reduce noise impacts, staff follow up with either the FAA Flight Standards District Office or the aircraft operator.

RMMA also meets with the flight schools routinely to discuss noise abatement, as well as educate surrounding communities about airport operations and compatible land uses. The quarterly noise report was also reviewed.

Maxine Most expressed concern about the overall tenor of comments and attitude of airport staff towards noise impacts. Deven Schaff acknowledged that noise impacts are an emotional issue and encouraged everyone to focus on the issues. He also asked for an example of a noise complaint that allows airport staff to investigate adequately. Brian Bishop responded that a completed report with registration number and time will allow staff to narrow down to a particular flight. He also emphasized that community education regarding typical flights would

allow airport staff and residents to focus on flights that might truly be out of compliance.

Mark Lacis asked about the expectations residents should have regarding an airport response from a noise complaint. Brian Bishop responded that airport staff will respond if a complaint includes a request for follow up. JD Mangat asked about the specific process for logging and responding to complaints. Brian Bishop responded that one lead operation staff member typically responds with assistance from two additional staff members. JD Mangat suggested that the airport develop a formal process for responding to complaints.

Matt Jones mentioned the difficulty of seeing a registration number on an overfly aircraft. He also cautioned against viewing the noise data as a credible source as many residents have given up on filing noise complaints. Maxine Most suggested the development of a more user-friendly noise complaint process, including auto-populated forms and a smart phone application, in an effort to improve the quality of noise-complaint data. Mark Lacis also agreed with the idea of responding to all noise complaints, as well as the development of a smart phone application. Deven Schaff also mentioned that some of the fields on the noise-complaint form are no longer necessary while others may need to be added.

Paul Anslow also emphasized that airport staff are most effective in investigating unusual noise or aircraft behavior, in contrast to complaints originating from typical aircraft operations.

Maxine Most proposed that the RMMACNR take on the development of a smart phone application if the airport is unable. She also suggested providing better education as part of the online form in terms of describing what the airport will and won't be able to respond to and investigate.

6. Committee or Board Member Reports

Mark Lacis reminded members that chair and vice-chair elections are coming up in December.

7. Future Agenda Items

Mark Lacis acknowledged that the time of regular RMMACNR meetings will be placed on a future agenda. Maxine Most requested an item for future noise complaint reporting.

- a. RMMA CNR 2023 Budget Adoption (October Meeting)
- b. FAR Part 150 Noise Study (does CNR wish to make any formal recommendations to Jefferson County/RMMA to pursue an FAR Part 150)
- c. Panel Discussion with Flight Schools, Pilots, and ATC on practical noise mitigation strategies

- d. Aircraft Landing Fees (what general aviation airports use them and why)
- e. Discussion re: Remaining Recommendations from ABCx2 Report & RMMA Response (does CNR wish to make further recommendations to RMMA as proposed by ABCx2)
- f. Review of requested additional data/visualizations related to the RMMA aircraft activity “heat map”
- g. Guest Speakers:
 - i. National Renewable Energy Laboratory (NREL), re: energy storage; electric aircraft
 - ii. Bye Aerospace - re: development and marketing of electric aircraft for flight training

8. Adjourn

Mark Lacis adjourned at 11:15 a.m.